NZFMM MAGAZINE

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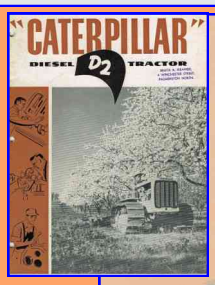
Figure 1: Mike Stuart's magnificent Swiss electric "Crocodile" loco, see p 3.

Also in this issue:

- *Neil Carey's NZR "J "Class locomotive*
- *Auckland Guild meeting*
- *CMC meeting reports*
- *MWT meeting reports*
- *Meccano for the Young*
- *Gazza's Ebay column*
- *Impressions of SkegEx 2017*



Cat. D2 Tractor by Bruce Geange, see p 15. (Fig. 1)

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EDITORIAL

This edition is about older locomotives spread over many pages. First there is Mike Stuart's magnificent Swiss electric *Crocodile* which has taken 3 years to complete. My only criticism is that it is not finished in green or brown, the prototype's colours, but that is just being picky. It is truly a fantastic model which has to be seen in the flesh to appreciate it fully.

The next labour of love, train wise, is Neil Carey's just as magnificent NZR Class J steam loco, a loco that Neil actually drove many years ago. Just transporting these two locos needs a big wagon or some careful thought as to sectioning the model. Hopefully both these locos will be on display at the 2019 Convention in New Plymouth.

The UK recent issue stamps on p25 portraying Meccano and Hornby Dublo were kindly sent to me by AMG Honorary Member John Pond from Cornwall. Hard to find in the UK John said and impossible here I would guess.

At the recent AMG meeting there was a lot of very recent offerings from *Spin Master* on show. Heaps of plastic and a few metal brackets and nut and bolts. Also steering on the Chev which turns left when you turn the wheel right! Totally unacceptable in my view. Meccano is becoming a poor clone of *Lego* I fear, not good.

This is the first issue in my decade tenure as editor where I haven't had to spend a lot of time writing articles to fill up the 28 pages at the 11th hour. My thanks to Neil, Mike, Bruce, Gary, Murray, Roland, Robin and Max; your submissions are greatly appreciated.

Well another Festive Season is almost upon us. I do hope Father Xmas can find some *real* Meccano to put in your stockings and you have a relaxing summer.

Les

Contents

SWISS RAILWAY'S CROCODILE

by Mike Stewart (AMG)

The story of this model of a Swiss Railways Crocodile locomotive starts in 1982. With a Eurail pass in hand, I found my way to the Swiss Transport Museum in Lucerne. There, and at Buchs, I was enchanted by the Crocodiles on display and vowed to reproduce one in Meccano. Little did I realise that it would take me 35 years…

There were two classes of Swiss Railways Crocodile locomotive, built from just after WWI until 1927. In all, 51 were built and they operated on the Gotthard line from Lucerne to Chiasso near the Italian border. Their design having two identical 8 -wheel bogies, each with two large electric motors driving the wheels via a jackshaft and side rods, connected by a central cab section housing the transformer, was ideal for the steep grades and tight curves on the route. So successful were they that their services continued until the 1980s.

The original Crocodiles, classes Ce6/8II and Ce6/8III, were upgraded in the 1940s and 1950s, respectively with more powerful motors, becoming classes Be6/8II and Be6/8III. They are shown in Figs. 1 & 2.

It was probably at the museum where I found out that I could buy plans of Crocodiles at a shop in Basle. Unfortunately, the proprietor of said shop and I did not share a common language so I couldn't discuss my purchase with him. On my return to NZ the plans were put aside and more or less forgotten. My only Meccano effort of anything Crocodile-like was the concept modelling of a 5½" spoked wheel using axle rods as spokes. I stocked up on rod and strip connectors (8 are used per wheel) and then promptly moved on to something else.

Fast forward to 2015 and construction was recommenced with greater determination than first time round.

Wheels: As is normal with Meccano locomotives, scale was determined by available wheel sizes. 5½" Circular Girders (actually 5.35" OD) correspond to an actual scale of 1:9.9 for the Crocodile being modelled, meaning an overall length of just on 2 m and a width of 11½" (29 cm). One of the driving wheels is shown in Figs. 3 & 4. The smaller front wheels were slightly problematic. The closest suitable part I had was 143a (3½" MW Circular Girder) which was ¼" too small in diameter for scale. By happy chance, I discovered that a 23-hole strip curved into a circle is close to the correct diameter and could be located securely in place on the shanks of 9 bolts positioned around the rim of the circular girder (Fig. 5).

To support the 58 kg weight of the finished model using normal-sized axle rods required robust wheel hubs. Each driving wheel has an 8-hole Bush Wheel, 1½" pulley and three 8-hole Wheel Discs forming the hub. A pair of 1" Corner Brackets attached to the hub by four fishplates and connected by a narrow Threaded Boss hold a Chimney Adaptor inside of which is a Rod Socket. This holds a short axle providing an extremely rigid bearing for the side rods (Figs. 3 & 4).

Fig. 7 shows one of the two rear driving wheel sets removed. The axle bearings are 5-hole couplings and scale axles are replicated by 23.5mm OD black plastic tubing. The other end of the wire seen at one axle box is connected to the side frame to help ensure electrical contact between track and model frame.

The flanges of the large wheels are made from 2½" Curved Strips (PN 90). This construction forms I think a more realistic-sized rim than a 6" Circular Plate/Ring. The smaller end wheels use 3" Stepped Curved Strips as flanges.

Fig. 1

Fig. 2

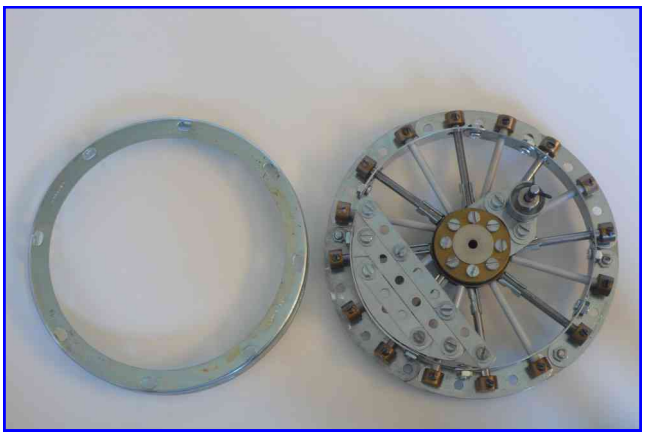


Fig. 3

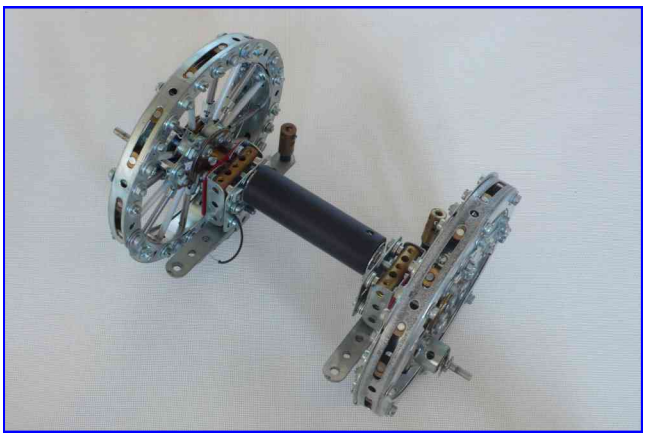


Fig. 7

Fig. 4

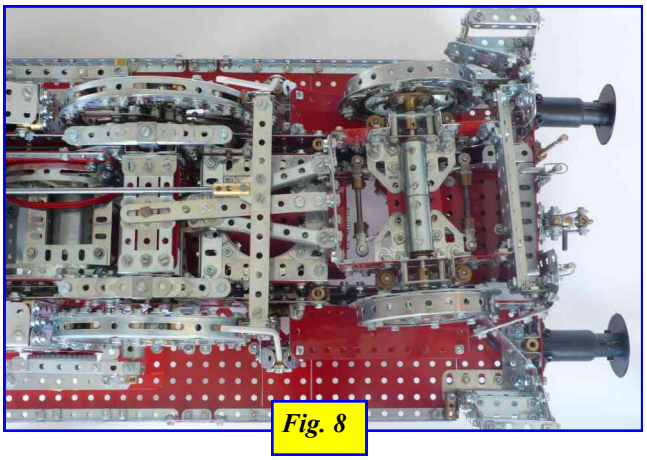


Fig. 8

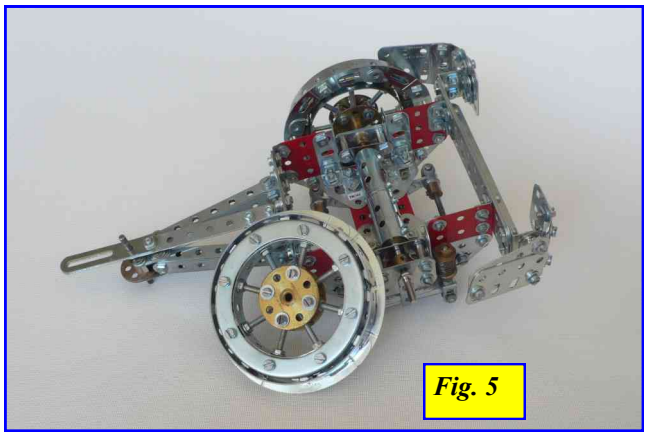


Fig. 5

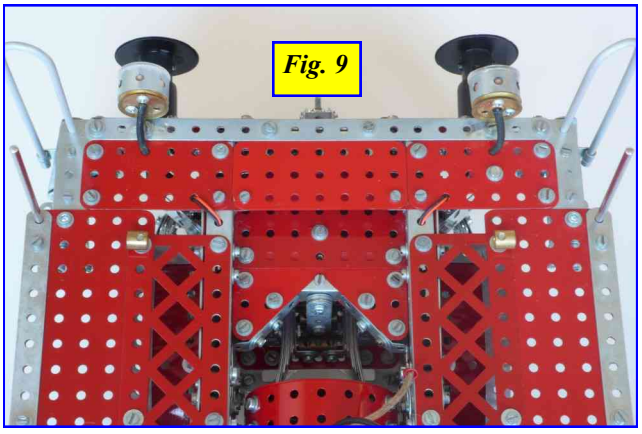


Fig. 9

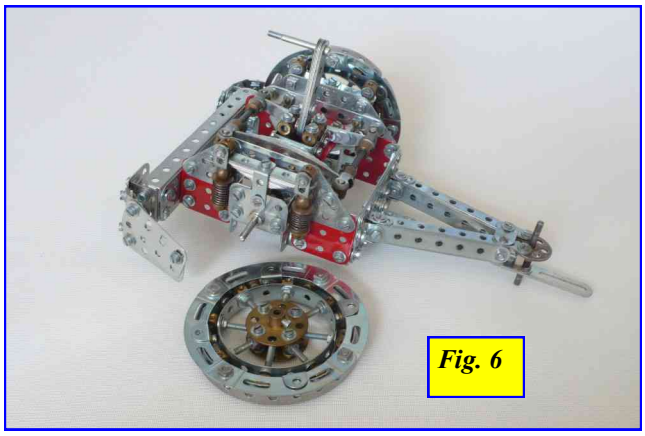


Fig. 6

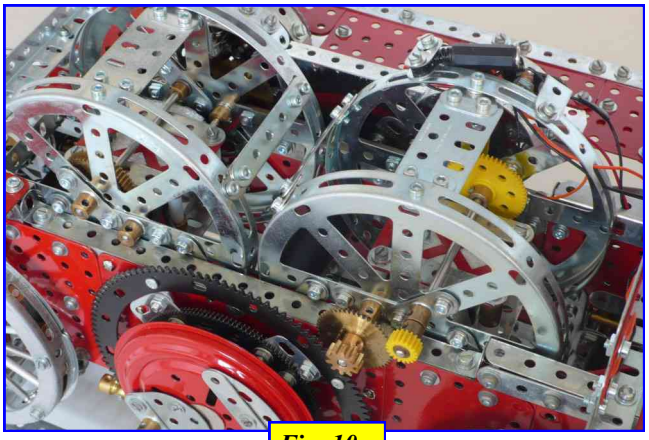


Fig. 10

End Bogies: Each "nose" of the locomotive (the source of the 'Crocodile" nickname) has what I deduced to be a guiding unit or Zara truck (Fig. 8). The plans I have show an arrangement whereby when the leading (smaller) wheels enter a bend, the front driving wheels axle is pushed sideways a small amount. This feature permits a 3- or 4-axled locomotive to negotiate tighter radiuses than it otherwise could. I haven't actually seen in writing or photos showing that Crocodiles' end bogies operated as Zara trucks but it seems likely. Confirmation either way would be welcome.

Figs. 5 & 6 show the unit isolated. The long Pivot Bolt seen in Fig. 6 is held in a Coupling hidden inside a cross member in front of the air tank (Fig .9). As an aside here, I learnt that SBB Historic has fantastic archives with hundreds of drawings alone for Crocodiles, at a price! I corresponded with them but found they were unwilling (surely not unable!) to supply answers to fairly simple direct questions.

Motors and Drive: Unbeknownst to me, the two blueprints (dated 12/1963 and 1/1964) I bought in Switzerland were intended for modellers and were not exact renditions of the real thing. While I now believe most details shown on the plans are as on the original locomotives (with the caveat that "no two Crocodiles were the same"), one very important item was different and this threw me for a while. The plans show just one large electric motor with reduction gearing to the centrally-positioned jackshaft, and this was how I first designed my model. Only after seeking other information online did I learn of my error. Out of curiosity, I sought an explanation from the plans' creator and was easily able to make contact—with the man's grandson who now operates the business though not draughting. He explained, through a translating friend, that in the 1960s, model electric motors were too large (for the power required) to be able to fit two in the available space in a model.

I therefore needed four identical motors—which I didn't have. Eventually by serendipity, I located a model shop selling a fairly quiet-running motor that I was told was used in mobility scooters. Given its small size, this seems unlikely, but I bought the three new ones in stock plus a used one of almost identical appearance. All came fitted with a 10 tooth pinion which, by good fortune, I found meshed perfectly with Meccano gears.

After initially estimating only one intermediate stage of reduction gearing would be required, I found I needed to do a redesign and added the 19 to 50 tooth gearing shown in Fig. 10. All axles run in Double Arm Cranks and the jackshaft (Fig. 11) passes through four Flat Plates and two 1½" Gear bosses—an effort to get aligned perfectly.

The two pairs of 5½" diam. Hub Discs represent the outline of the original's electric motors. The drive to the jackshaft is by ½" Large Tooth Pinion and 4½" Gear. I'm not sure if the original motors had an armature that allowed each motor to drive both sides' large gears. Such an arrangement would have required eight ½" Pinions.

I filed flats near the ends of the jackshaft and driving wheel axles to maintain accurate "quartering" under load.

Fig. 12 shows one nose minus its cover. Above the Hub Discs is a cooling fan powered by a Crane motor, and behind that, not seen, electrical switchgear is modelled.

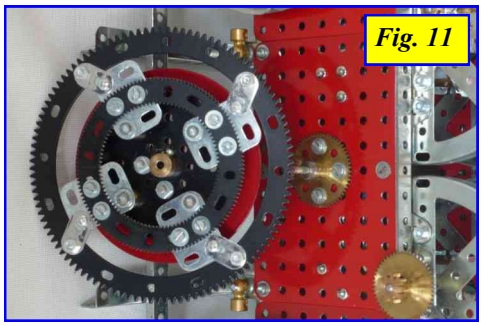


Fig. 11


Fig. 12


Fig. 13

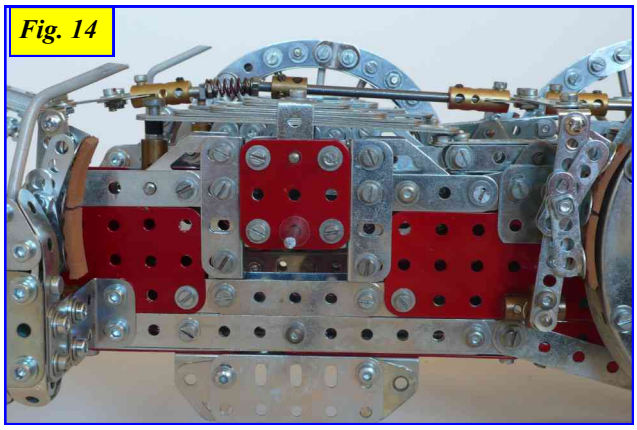


Fig. 14

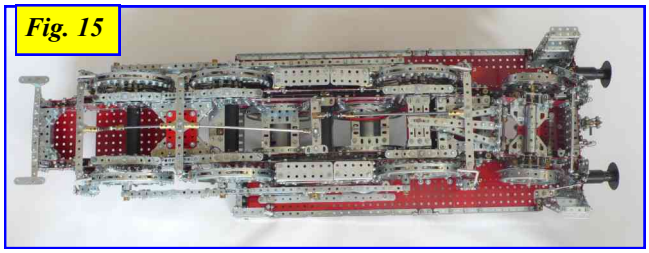


Fig. 15

When I combined the "odd" motor with one of the others, the drive was somewhat noisy, apparently due to the "odd" motor running slightly slower. This was mostly cured by changing the gearing from 10:57 and 19:50 to 10:55 and 20:50 for the slow motor.

A glance at Figs. 1 & 2 shows the main external difference between the two classes of Swiss Railways Crocodile was the side rod driving arrangement. Those on my model are shown in Fig. 13. Each of the four sets weighs 375g and is built mainly from narrow strips. A *Meccgear* Short Socket Coupling provides a robust bearing for the connection to the jackshaft pin.

Brakes: Brakes are modelled on the six driving wheels of each nose. Brake pads are rubber glued to Angle Brackets bolted to 1½" Narrow Strips (Fig. 14). The system of linkages can be seen in Fig. 15. One end of the centrally-mounted 2½" Strip activating arm has a short return spring and also a Bowden Cable (PN B708) whose other end emerges above the centre driving wheels through one of the peripheral holes of the 8-hole Wheel Disc which provides the fulcrum for one end of the central cab section (Fig. 16). Pulling on the cable activates the brakes strongly, but of course there's no connection to the driver's cabs—though the latter do feature pivoting brake levers.

Buffers: Working spring-loaded buffers incorporate a Sleeve Piece fitted over a Socket Coupling, sliding inside a 4 cm length of the same plastic tubing used in the driving wheel and jackshaft axles. This was bought in a straight 1.5 m length from Bunnings and accommodates the Sleeve Piece perfectly. The buffer ends are Conical Discs with Boss, removed from old Tin Plate Road Wheels. A flat home-made disc of the same diameter with a ⅜" hole at its centre fits over the boss to provide a "back" to the business end of the buffer. A 3" Axle Rod held in the Conical Disc boss is fitted with a stiff spring. It passes through the front plate of the locomotive and into a Coupling as shown in Fig. 18. This, and therefore the buffer, is prevented from rotating by a 1½" Angle Girder and Angle Bracket forming a channel at the back of the front plate.

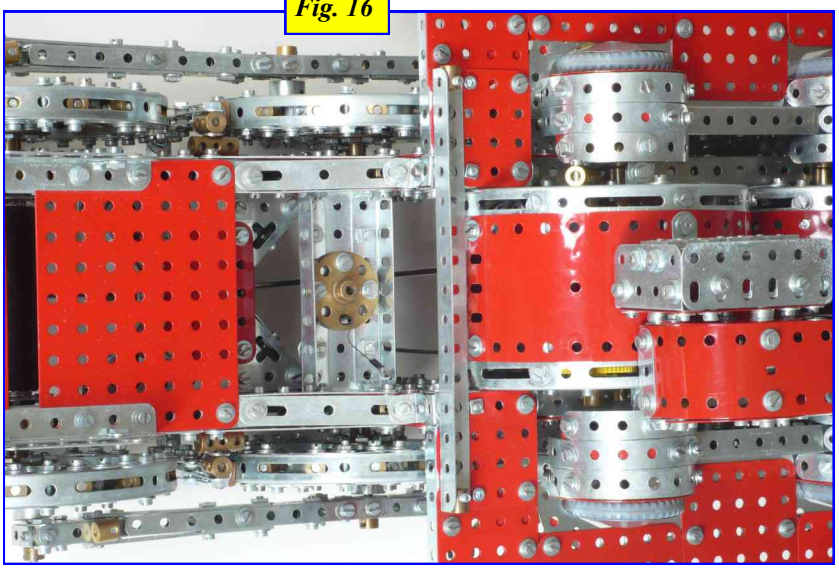
Bodywork: The ventilation grills along each side of the noses (1½" long) and in the central section (3") are essentially Obtuse Narrow Flat Girder blanks (having just two holes) produced in Ashok's Auckland workshop… Their arrangement can be seen in Fig. 19.

There was great difficulty in neatly modelling without mutilation, the upper front corners of each nose. Finally, I settled on using the corners of 2 litre plastic ice-cream containers, punching holes in the right places and painting red, Fig. 20.

Pantographs: Crocodiles had two pantographs with the rearmost one normally deployed so any accident that wiped it out likely left the other one unscathed. The originals' were pneumatically raised and dropped by their own weight. There was even a hand air pump system in the cabs as a fall-back. Obviously, I had to employ a different approach and needed six Tension Springs to initiate upward movement and maintain contact pressure on the overhead line. Thus my pantographs needed more effort to draw down than to raise.

After settling on the design seen in Figs. 21 & 22, I needed to devise a way to raise and lower the pantograph, quite a lot of force being required to overcome the springs given the small (½") throw I was working with. Seeing *YouTube* videos of the real thing rising and falling in apparent silence, led me to using tape deck motors—one for each pantograph (Fig. 23). Figs. 24 & 25 show a 4½" Strip pivoted at its upper end to a 3" Strip bolted to two Bell Cranks and to a 2½" Gear Wheel at its lower end. The gear rotates anticlockwise until it reaches one of the two micro-switches seen in Fig. 24 and the motor is turned off. In Fig. 24, the gear wheel's cam (a small plastic spacer) rests against the lower switch and the pantograph is in its lowered position. Two miniature push button switches in each cab (one for each pantograph, and taken from the same *Sony Mini Hi-Fi* as the tape deck motors), activate the appropriate motor. The switch just needs to be pressed until the motor starts and the cam clears its switch (less than ¼ sec). The pantograph rises by the pull of the springs until it reaches the overhead line, but the motor continues to run until it's stopped by the upper micro-switch.

Fig. 16



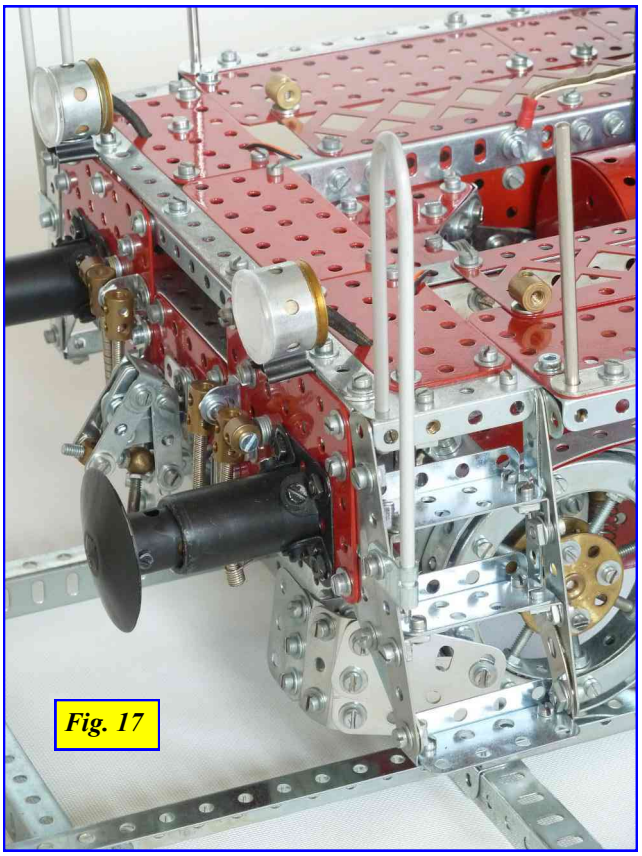


Fig. 17

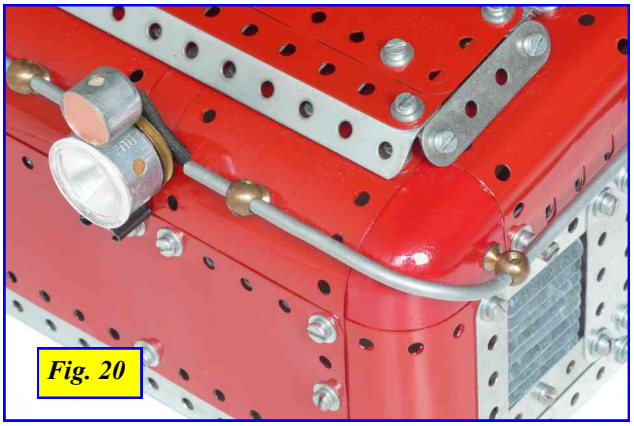


Fig. 20

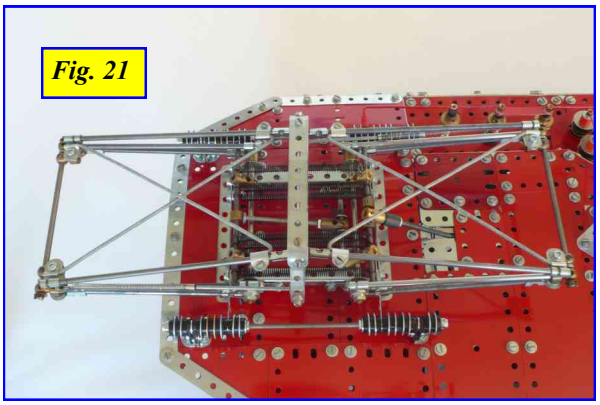


Fig. 21

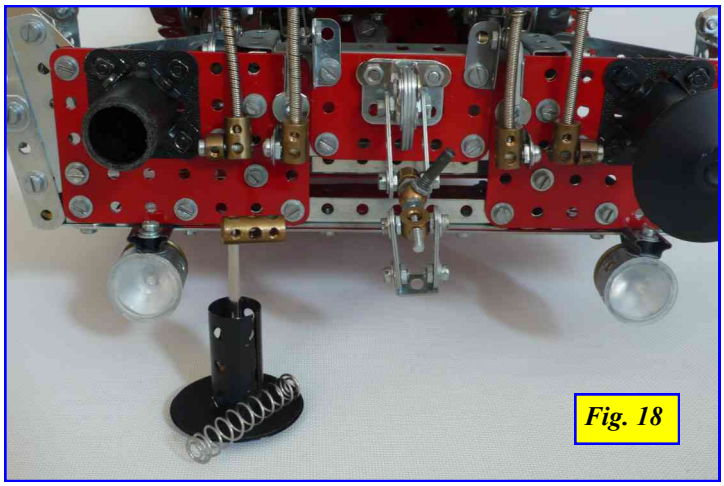


Fig. 18

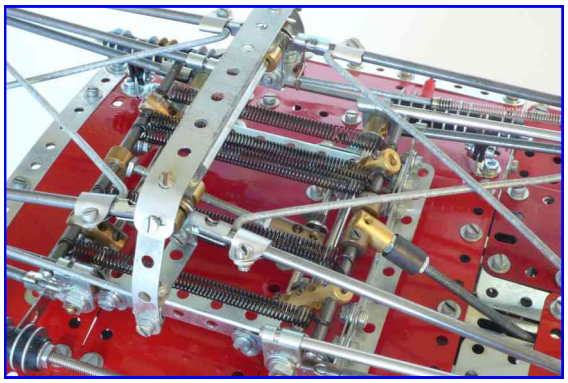


Fig. 22

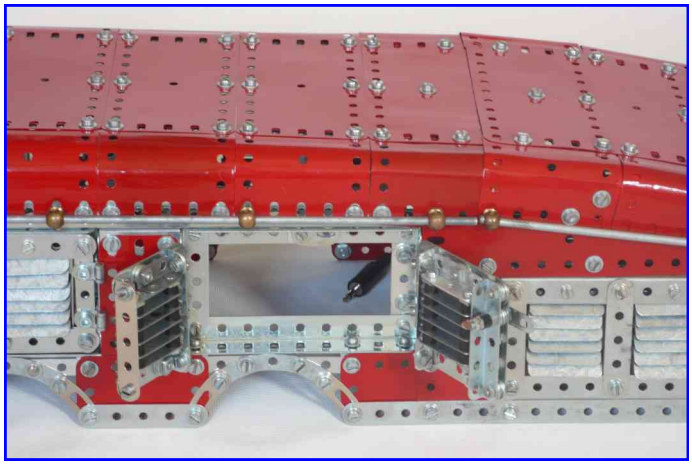


Fig. 19

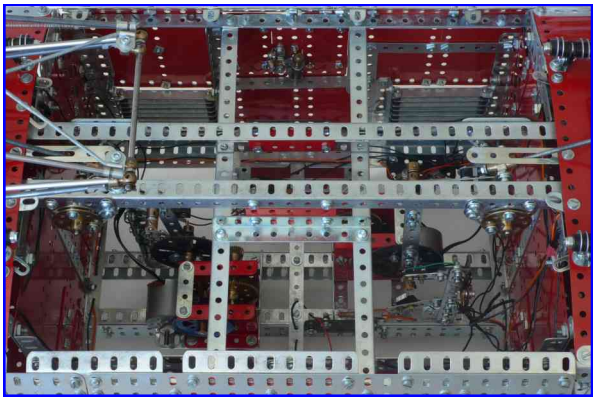


Fig. 23

The pantographs are isolated from the roof by Insulating Fishplates, some of which can be seen in Fig. 22. The roof electrical fittings (Fig. 26) are for show only and power from each pantograph is taken by a discrete wire into the centre section. From there it is carried to each nose by two of the plug in connectors most clearly seen in Fig. 27.

Power for the pantograph motors is from a battery pack housed in one of the side boxes under the central section (Fig. 28). I found five fresh alkaline batteries were required. Using six batteries caused the cams to overrun their switches, meaning the pantograph rose and lowered without ever stopping! Eagle-eyed readers may notice a pair of Worms in the 6-AA battery holder.

Lights: The other side box has a 2-AA battery holder to power the model's lights using the two right-hand leads seen in Fig. 27. The lights are 3mm LED's—three white and one red on each nose. Fig. 20 shows a close up of one white/red pair. The frame of the larger light is a 3½" Strip bent into a circle and originally used in the late Bert Halliday's beautiful mini traction engine featured on the cover of the Dec 1970 Meccano Magazine. I knew I'd find another use for them one day… For the reflector, I finally settled on the plastic party rings shown in Fig. 29. They're easily trimmed to size and a hole made for the LED wires. The back of each reflector is held with *Blu Tack* in a cone-shaped cavity bored in a 1cm length of ⅞" dowel. Small screws in a 1" Pulley without boss hold the wood/reflector in place (Fig. 9). Fig. 29 also shows the small plastic pots I cut the bases from to provide the front lens of the light. Superglue used to attach the lens has fogged some, but not all, of the headlights.

The small red lights use the same type of reflector and dowel backing in smaller Chimney Adaptor size. The front cover is semi opaque to diffuse the red LED light.

A mini DPDT switch in one cab controls the appropriate lights at each end of the locomotive.

Cab Fittings: The cabs each have two padded fold down seats (one seen in Fig. 30) and various instruments, switches and controls some of which are seen (reversed—mirror used) in Fig. 32.

Conclusion: This model has taken almost three years to complete and at times I got heartily sick of it! Fortunately, regular Auckland Guild meetings galvanised me for a few days every three months so some progress could be displayed. I am however very satisfied with the result.

Thanks are due to Les Megget for lending me his copy of Marklin's book about Crocodiles. It contains photos of the "insides" that I could find nowhere else. Peter Hancock was also very helpful in his provision of extra nuts and bolts, over 6000 of each used in total. Finally Ashok's large gear rings and pinions and his narrow girders/flat girders plus other parts made a reasonably accurate scale reproduction possible.

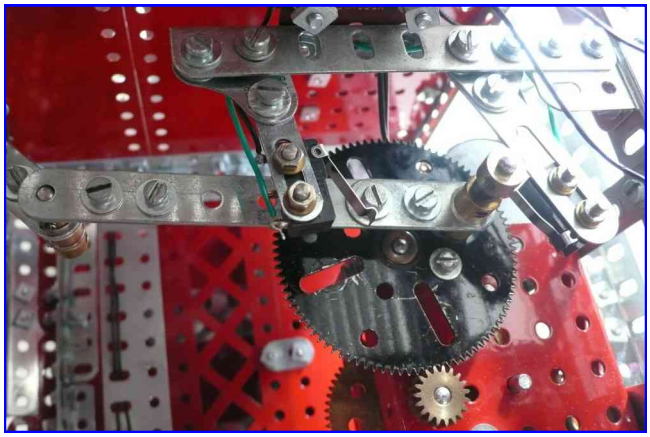


Fig. 24

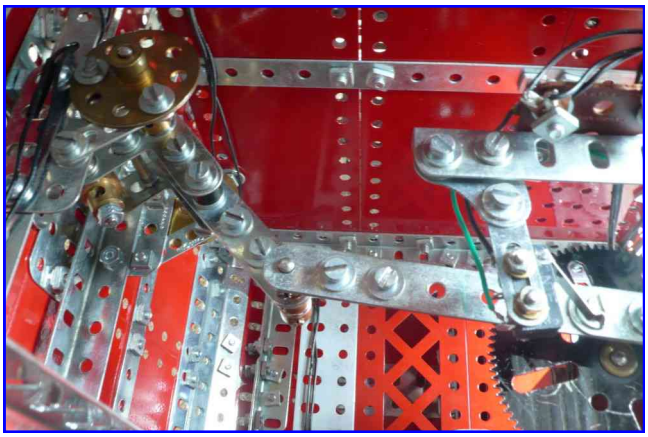


Fig. 25

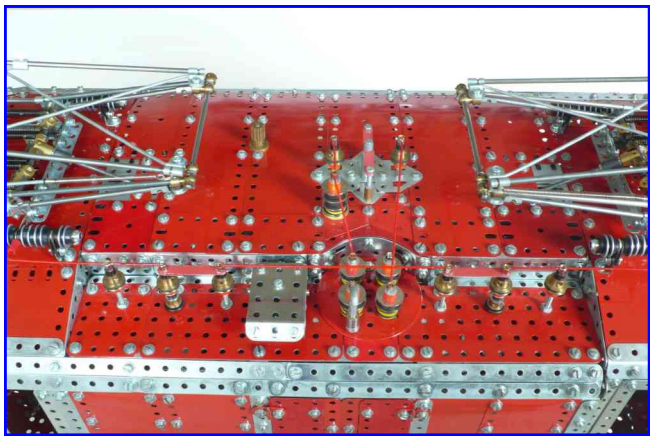


Fig. 26

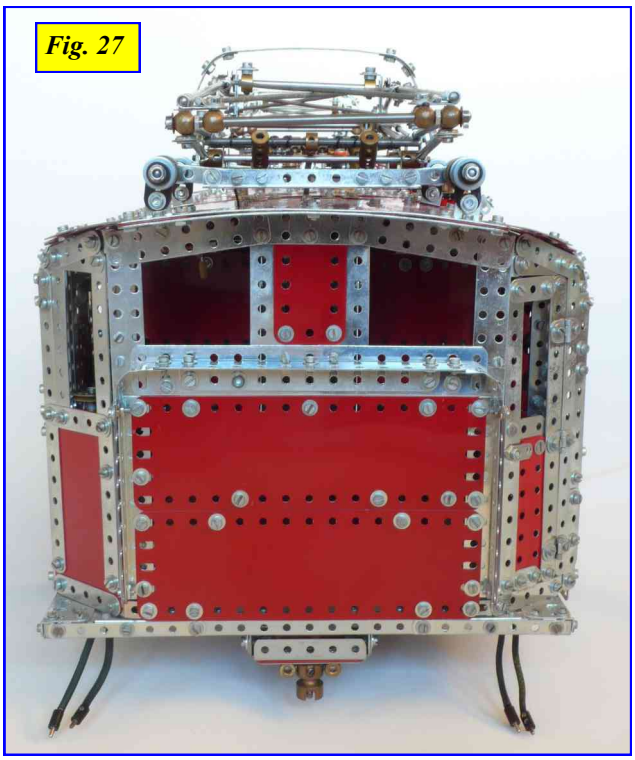


Fig. 27

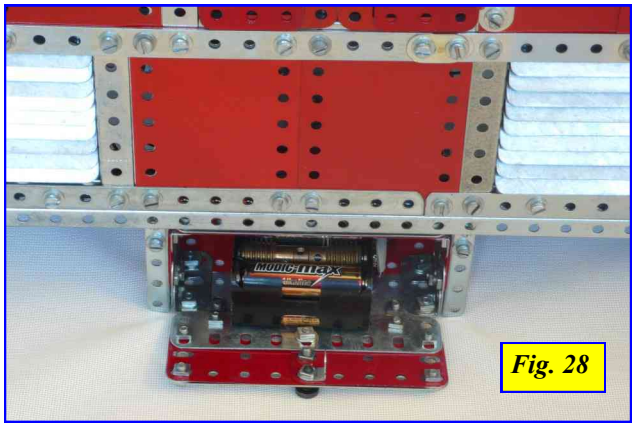


Fig. 28

Fig. 29


Fig. 30

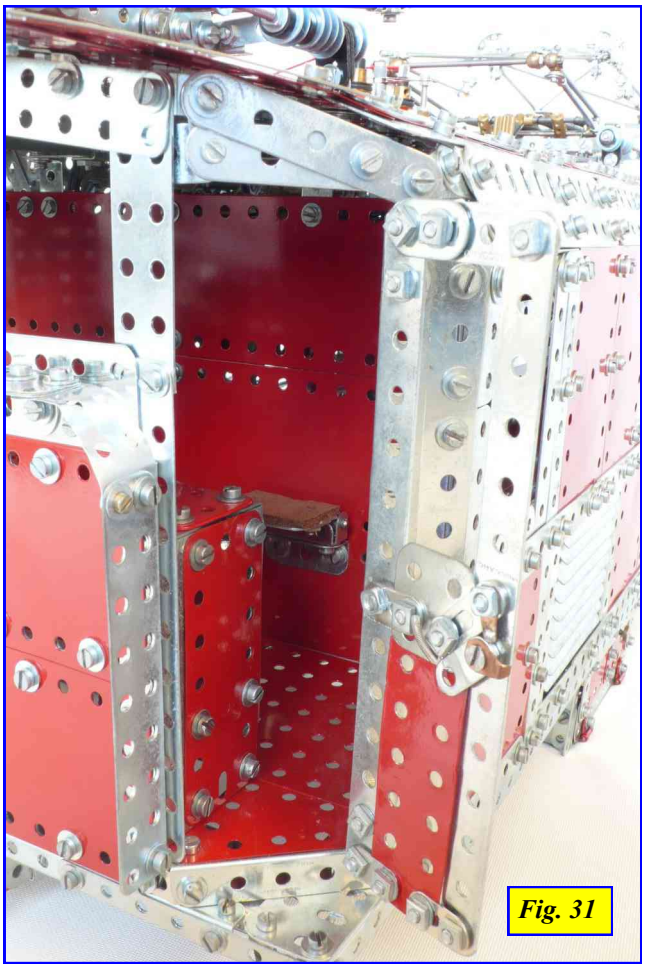


Fig. 31

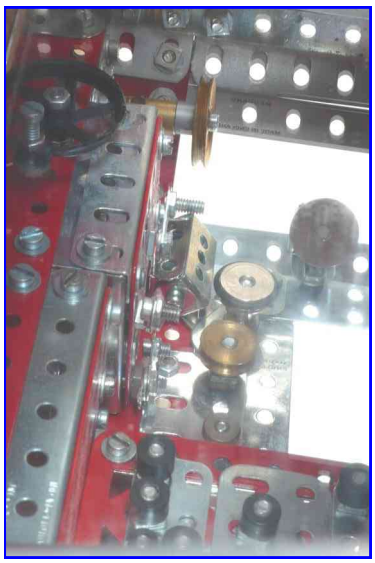


Fig. 32


Fig. 33

Auckland Meccano Guild Meeting

12th August 2017

Reporter & Photos: Gary Higgins

The August meeting of the Auckland Meccano Guild was held at Neil Carey's residence in Hillsborough.

We were fortunate at this meeting to have not just one but two superb model locomotives to examine.

Neil Carey had finished his NZR Steam locomotive J Class number 1212, the original was built in Glasgow in 1939 The Locomotive which was mounted on a stout board outside the model area and certainly looked the part. The driver and engineer had been present on a number of Neil's other models so must be getting on a bit now.

Neil also had his model of the valve gear operations of a steam locomotive on display, this was hand operated but it could be easily adapted to be driven by motor.

Neil's Grandson had constructed a model of Big Ben using one of the commercial kitsets.

The electric Crocodile Locomotive made by **Mike Stuart** was run by an electric motor taking its power from overhead lines. Mike has spent a number of years on this model and we have seen its various stages of construction over time. The finished model is a true masterpiece with Mike running it backwards and forwards along the table to the delight of all.

Gary Higgins had made up two chopper type motorcycles from a modern set and had fashioned two riders from a couple of wrestlers, the size was about right but a little fine tuning with a dremel grinder was required to get them to fit. The idea is to make up an easy rider pair from the film of the same name. The bikes had been modified from the original set with headlights added and steel forks replacing the supplied plastic variety.

Gary had also made up all three of the new car sets currently available. These are the smaller versions of the larger La Ferrari and Lamborghini and included a Ferrari 488 Spyder, a Corvette Chevrolet and a Lamborghini Huracan Spyder.

Rick Vine had brought along a ping pong ball peripherator which was able to pick up balls by the means of two spinning discs and propel them forward where they were dropped down a chute and transported back along the device and picked up again. This version was designed by Robin Schoolar but since then even smaller versions have been produced. Rick also had brought his Thunderbird 2 made up from the kitset as well as a weighing machine based on Subrata Ghoshal's model and a constant mesh gearbox (Meccano Magazine May 1970).

Graeme Mills had made up a Spitfire based on the Meccano Spitfire model but in original Meccano red and silver.

I think it looked better than the Meccano retail model and even had a clear canopy for the pilot, clever boy Graeme,

Henry Porter had brought along his model of a 1981 Harley Davidson motorcycle which certainly looked the part. Henry is very innovative with his models and sometimes uses special parts to enhance them. He had also made up a two speed constant engagement motorbike gearbox.

Neil Carey (right) explains some details of his loco to Graeme Wrightson.

Les Megget featured on the cover of *Constructor Quarterly* magazine featured driving his James Bond special ejecting James out of the vehicle and Les has been in the process of constructing another new model a 10 wheel fire tender with extension ladder. The chassis and gearbox is nearing completion and is a mass of intricate gearing and mechanisms. Such constructions appear almost like magic to us mere mortals. I suspect Les made the miniature railway breakdown crane on the model table *(Ed. Yes Gary I did).* Les also had a selection of other clubs magazines to view.

Brian Cotton and his son and daughter arrived dressed in specially made Meccano jerseys, they looked great. Brian also brought along a loco display of Hornby consisting of a LNER623 loco pulling a brick filled wagon and a guards van at the rear.

Anthony Caldwell had a 4x4 truck made from one of the newest Meccano sets to date and using many of the new parts. It has a unique and interesting design.

David Wall had made up two models, one with an automatic reversing mechanism and the other demonstrating a trip hammer in action.

Stefan Henton had made a travelling gantry crane with the overhead mechanism controlled by a clockwork motor at the base. This was similar to models used in some of the Meccano publication leaflets.

Bank details regarding the club have now been finalized with the Treasurer Rick Vine, Secretary, Gary Higgins and the existing President David Wall, confirmed in their roles.

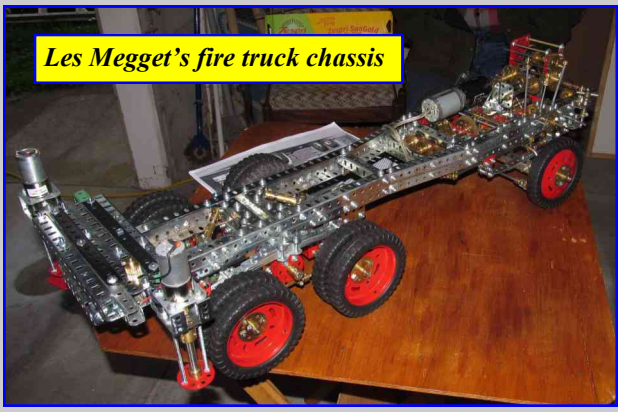
Also attending was **Graeme Wrightson** who has left us for his new home out of Auckland, and **David Barnard.**

The meeting concluded with another excellent afternoon tea supplied by the ladies.

My apologies for not getting the modeller of the centennial crane on display.

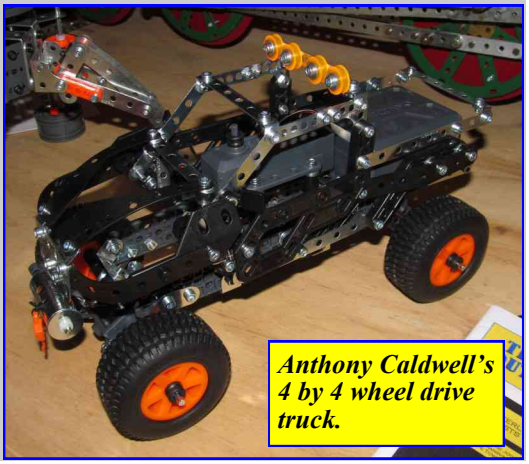
The Editor's Mini Railway Service Crane.

Brian Cotton with son and daughter in their 1930s style Meccano jerseys.



Les Megget's fire truck chassis

Henry Porter's Harley Davidson



Anthony Caldwell's 4 by 4 wheel drive truck.

Meccano for the Young

After rereading the report of the Auckland Guild's May meeting in the last Meccano magazine, and seeing the comment about their attendance at the Toy and Lego Show, I thought I should share with you my recent experience here in Golden Bay.

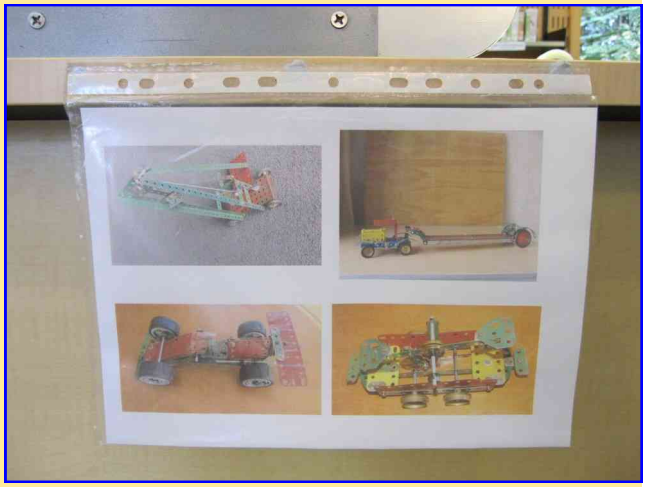
About five years ago I rescued our families Meccano from my brothers garage where it had been stored for many years. Since then I have slowly purchased additional parts so that I now have a reasonably substantial set.

Last year through a chance conversation with one of our local librarians, I let slip that I was a reinvented Meccano enthusiast. The upshot of this was that I was asked if I would like to run a hands on workshop as part of one of their school holiday programmes. This eventually took place in July at the Takaka library, where we had 8 boys and girls between 8-12 years assembling model kits which I had put together, mainly from Set 3 plans. These plans were supplemented with photographs of the models in various stages of construction.

I had also taken along a Meccanograph model to show them what was possible beyond the small models they were constructing. At the end of the workshop each of the children produced a design of their own to take away with them.

The workshop was very successful to the extent that one boy went home and told his mother that he wanted to continue with Meccano as a hobby. It is likely that we will continue with this as part of the winter holiday programme next year and I wonder if some modellers might like to extend this approach in their local communities.

Murray Mackay (Takaka)



NEW ZEALAND RAILWAYS
"J" class 4-8-2 Steam Locomotive, No. 1212

by Neil Carey (AMG)

As a railwayman I have always admired the sleek lines of the NZR "J" class 4-8-2 steam locomotive in their "streamlined" form when first built. I have only one recollection as a 7 year old of ever seeing one of these locos with its streamlining down at the old Auckland city rail yards in the late 1940s just before NZR began removing the streamlining piecemeal from these locos to facilitate easier maintenance. At the time the "J" class locos were being designed in the late 1930s, many railways or railroads around the world were either streamlining existing locos or building new locos with streamlining to give them a more modern appearance and thus the NZR "J" class was also included in the "fashion". The "J" class locos also incorporated other modern features that were a departure from traditional NZR loco design, which included roller bearings on all axles, Baker type valve gear in place of the usual Walschearts, the A6 Westinghouse air brake valve and the Vanderbilt type tender.

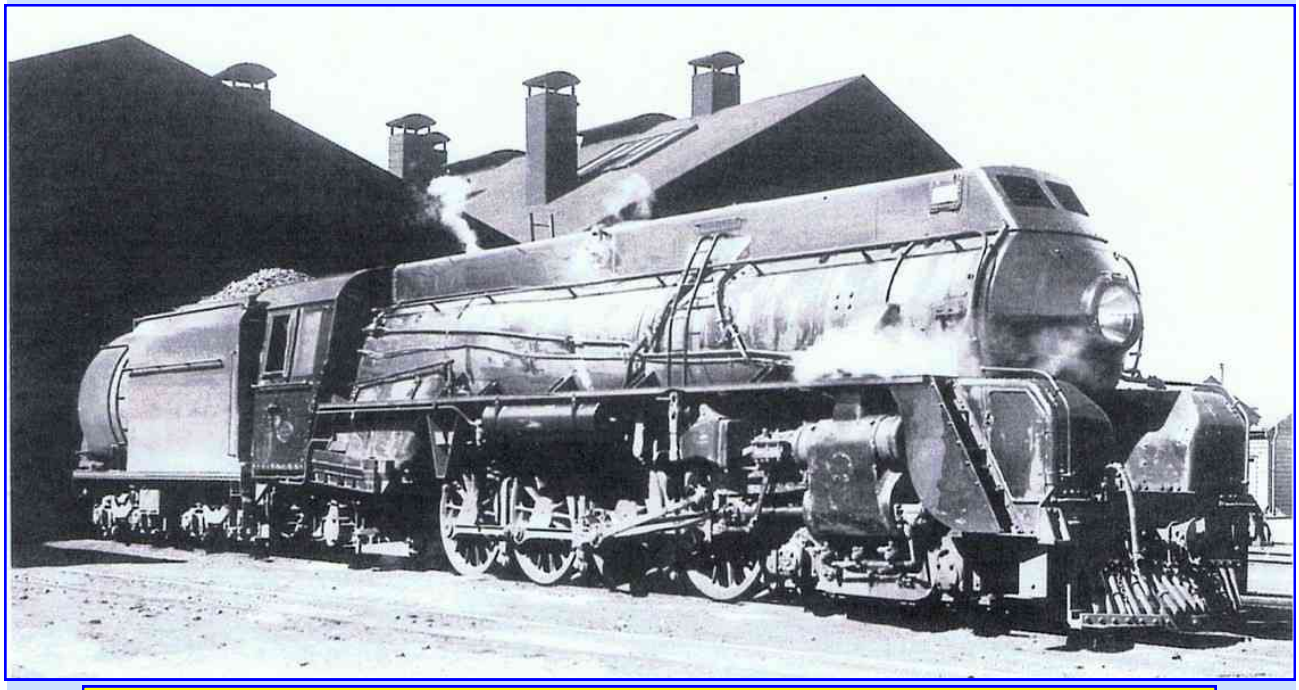
I considered that if I am going to build a Meccano model of one of these locos I had better make a start soon before one gets much longer in the tooth and the reason I chose number 1212 is that I had a railway magazine containing an article on No. 1212 which also included photos of the brass cab side number plate.

The following is a brief history of loco J 1212's 30 years of service with NZR. Built by the North British Locomotive Co. in Glasgow in 1939, the 109 Ton loco was one of 40 "J" class locos shipped out to NZ at the start of World War 2. Fortunately all 40 locos made it safely to NZ and not ending up on the floor of the Atlantic courtesy of a U-boat or the *Graf Spee*. The first 30 locos were landed in Wellington for use in the North Island and the final 10 were landed in the South Island for working trains over the uphill grades out of Dunedin. No. 1212 entered service in December, 1939 and was immediately based at the old Auckland downtown steam loco depot until 1957. During this period in the late 40s the loco was stripped of its top boiler cowling and the front cone with headlight was removed and the headlight repositioned above the smokebox door after sustaining damage in a rear end collision north of Ngaruawahia in September, 1949. In 1957 No. 1212 was transferred to the Frankton loco depot but in 1959 it was relocated back to the Auckland depot till 1963 and it during that period that yours truly fired 1212 on numerous occasions ranging from hauling heavy goods trains to working the Auckland to Helensville afternoon passenger train as seen in the accompanying photo, and the morning return service. With new diesel-electric locos arriving on shore at regular intervals, in late 1963 No. 1212 was one of 15 "J" class locos that were transferred via the recently introduced rail ferry *Aramoana* to the South Island where 1212 worked out its final years on the West Coast hauling trains of coal and timber before being withdrawn from service in July, 1969 with the dieselisation of the South Island rail system nearing completion.

Before construction of the Meccano model began, photographs were taken of the detailed areas and parts of steam loco Ja 1250 on the Glenbrook Vintage Railway. The NZR "Ja" class built at the Hillside workshops in Dunedin between 1946 and 1956 are almost identical (apart from the streamlining) to the earlier "J" class built by North British. With only a small A4 size line drawing of the loco to work from, full model scale drawings had to be drawn up based on Hub Disks and 6" Circular Plates being used for the driving wheels. With this model being the sixth large steam loco I have built since 1983, construction was generally straight forward with only the front headlight cone, the louvres of the front grill and the compound curves of the rear of the tender water tank proving a little tricky to construct and it was the first time I had reproduced the Baker type valve gear in Meccano which took a little fine tuning.

Finally the model should survive for a few years until it has been well photographed, then history will repeat itself and it will go the same way as the prototype.

Neil Carey's version of J Class No. 1212 locomotive seen below.



"J" Class No. 1212 built by the North British Locomotive Company, Glasgow in 1939 seen in almost new condition at the Frankton locomotive depot in 1940. **Photo: J. Crebar collection.**

"J" 1212 storms away from Waitakere station while working train No.53, the afternoon Auckland to Helensville passenger train on 11th September 1959. **Photo: D. Sims.**

Meccano Caterpillar D2 Tractor

by Bruce Geange (MWT)

The tractor that the model is based on was built around 1950 with information taken from a sales brochure of that era. The rubber tracks governed the size of the model with electric drive and good climbing ability. Batteries fit under the bonnet. The model has been built using mostly French Meccano.

Start by (Figs. 4 & 5) bolting $4^1/_2$" Strips to the ends of a $1^1/_2$"x$^1/_2$" Double Angle Strip spaced with a Washer and three 2" Narrow Strips bolted to the other holes. To these strips bolt a $1^1/_2$"x $1^1/_2$" Flanged Plate forming the radiator with the top hole on the centre strip having a Treaded Boss spaced with two washers. The rear end of the strips are extended by one hole with a 2" Flat Girder bolted by the slotted holes in holes 2 and 3 on the strips. The second $1^1/_2$"x$^1/_2$" Double Angle Strip bolts to the end of the flat girder. The front of the FG has a Fishplate facing up bolted by the round hole. Bolt a $1^1/_2$"x$1^1/_2$" Flat Plate by the centre holes to the rear DAS. Angle Brackets are bolted to the top outside holes on the FP by the round holes with two further ABs bolted to the lower holes facing to the rear with a $1^1/_2$"x$^1/_2$" Double Angle Strip bolted to them. Bolt a $3^1/_2$" Angle Girder by the round holes to the fish plate and angle bracket on either side starting with the second hole from the front. Extend the AGs with $3^1/_2$" Strips fixed with Fish Plates with an Angle Bracket on the rear left AG fixed by the round hole and a $^1/_2$" Loose Pulley with Washer for the rear lamp. The rear of the AGs has a $1^1/_2$"x$^1/_2$" Double Angle Strip fixed between them spaced with a Washer on either side. The lower engine sides (Fig. 3) have a $2^1/_2$" Strip with a 2" Strip bolted to either side of a 1"x$^1/_2$" Double Angle Strip that is bolted to the lower centre hole of the radiator flanged plate. The batteries fit above this space.

Bolt a $2^1/_2$" Narrow Strip across the front of the AGs with Angle Brackets in holes 2 and 4 by the round hole facing the rear. Bolt a $1^1/_2$" Flat Girder to these by the slotted holes. The air cleaner (Fig. 9) consists of an Angle Bracket fixed by the slotted hole, three $^1/_2$" Loose Pulleys, two Mini Plastic Spacers and two Fishplates held together with a $1^1/_8$" Bolt and Nut. Bolt a Plastic Spacer to the slotted hole on the fishplates then secure the air cleaner to the centre slotted hole on the flat girder. Two Threaded Bosses are secured to the flat girder for fixing of the bonnet spaced with two Washers. Bolt a Threaded Boss at an angle to the third round hole on the right angle girder with two Washers under the bolt head. Bolt an Angle Bracket opposite this with the bolt head on the inside and the slotted hole drilled or filed out to accept the Forward-Off-Reverse switch. *See front cover for Fig. 1.*

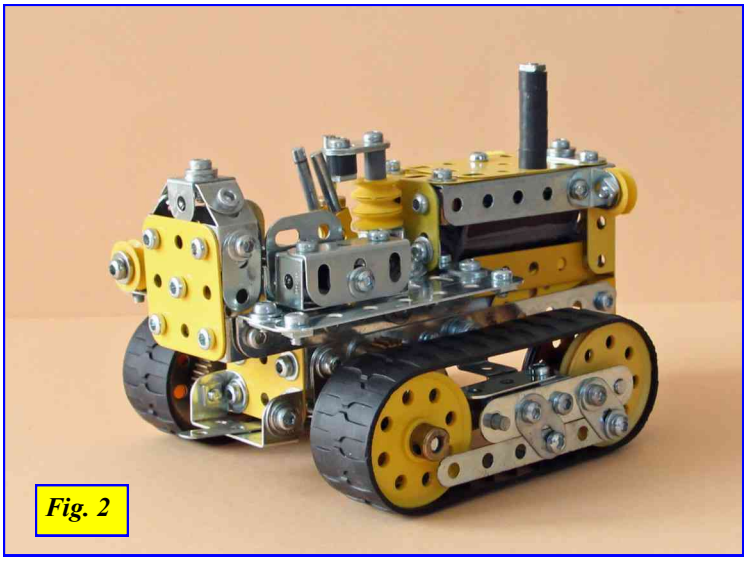


Fig. 2

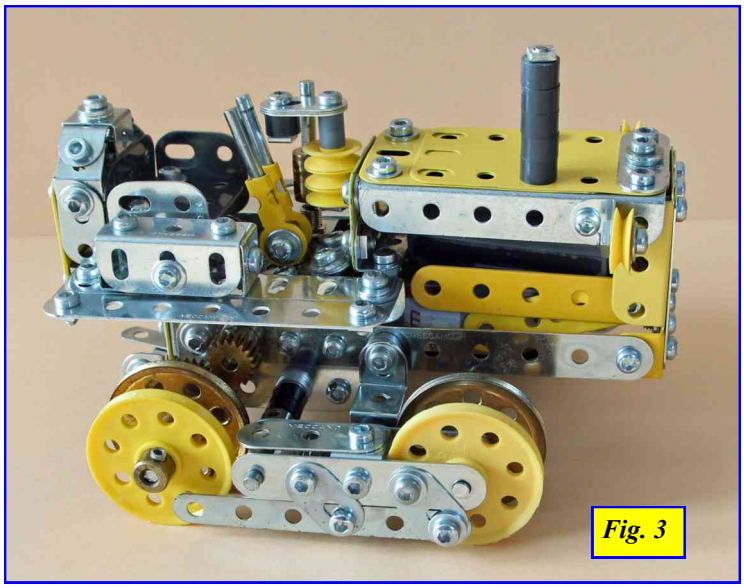


Fig. 3

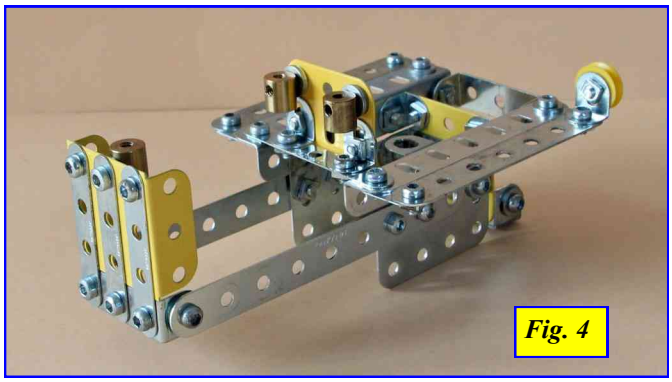


Fig. 4

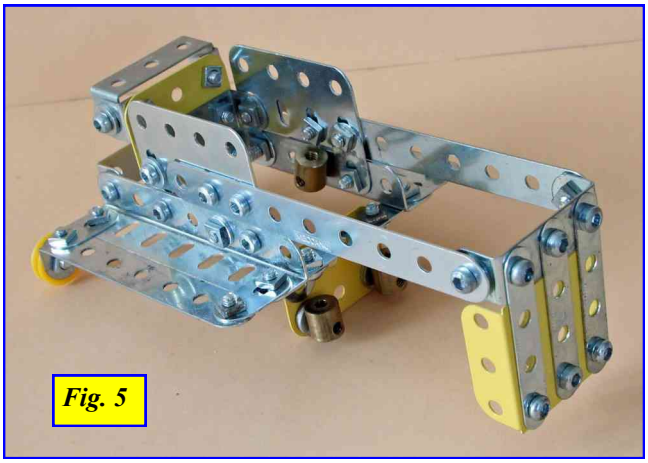


Fig. 5

Fig. 6

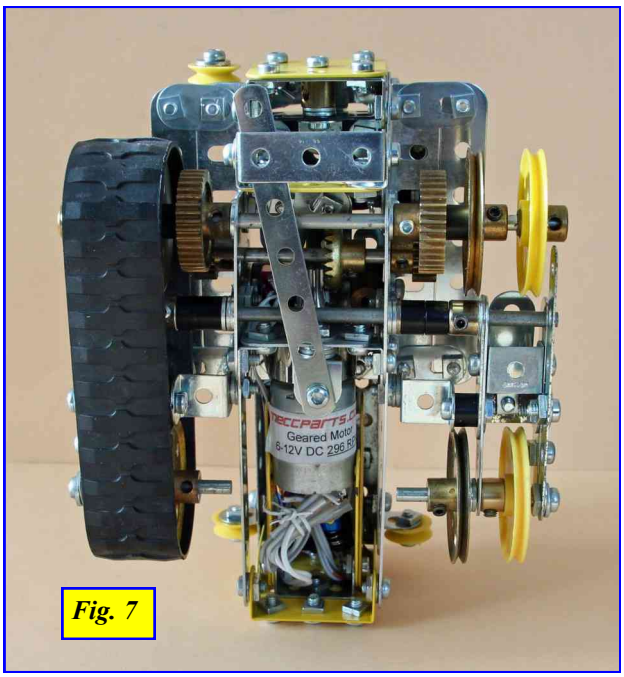


Fig. 7

Start building the track frames, (Figs. 3 & 7) with a Crank bolted to a $2^1/_2$" Strip with a $^1/_2$"x$^1/_2$" Double Bracket. Bolt a Reverse Angle Bracket and Plastic Spacer to the middle hole on the $2^1/_2$" strip with a $^3/_8$" Bolt and a second double bracket. A second $2^1/_2$" Strip bolts to the other end of the DBs with a Fishplate on an angle at the crank end by the round hole. One hole from the end, bolt a second Fishplate with a Washer under the bolt head. A 3" Narrow Strip is bolted to the fishplates with a Washer under the front bolt. Bolt a $1^1/_2$" Strip to the front DB. Two $1^1/_2$" Pulleys fit on a $1^1/_2$" Axle Rod with the inside one spaced with three Washers. You need a left and right track frame. The tracks came from the Cable Command set.

The rear axle, a $5^1/_8$" Axle Rod fits through the end hole of the flat girder and has a 1" Gear Wheel on either side spaced with a Washer. Only one gear wheel has a grub screw, the other is for looks. Secure two $1^1/_2$" Pulleys as shown on each side. Fit a $2^1/_2$" Axle through the end hole on the $4^1/_2$" strips with a $^3/_4$" Contrate Wheel in the centre and a $^1/_2$" Pinion on either side. A second $5^1/_8$" Axle Rod fits through the third hole from the end on the FG and has three Washers and two Plastic Spacers on either side. Each track frame crank boss fits next and the reverse angle bracket bolts to hole six on the $4^1/_2$" strips spaced with Washers to keep things parallel. Bolt a geared motor (296 rpm at 12 volts) to the lower front holes on the FGs with Angle Brackets and a $^7/_{16}$" Pinion on the shaft. A $3^1/_2$" Narrow Strip is used for the drawbar and has an Angle Bracket lock-nutted to one end by the slotted hole and bolted to the motor bracket spaced with Washers.

Fig. 8

For the seat (Figs. 3 & 6) bolt two Angle Brackets to the top edge of a $1^1/_2$"x$1^1/_2$" Flat Plate by the slotted holes. To the round holes on each AB bolt a Fishplate by the slotted hole on the outside with an Obtuse Angle Bracket on the inside and extend these with further OABs and join these at the top with a $^1/_2$"x $^1/_2$" Double Bracket on the outside with two Washers under the bolt head of a $^3/_8$" Bolt. Fix a Treaded Boss to the middle hole on the FP. The seat piece consists of two $1^1/_2$" Flat Girders joined by the slotted holes with an Angle Bracket. Two further Angle Brackets bolt to the outside of the seat and have 1" Flat Girders bolted by the slotted holes to the angle brackets. The toolbox is made from a $1^1/_2$" Angle Girder with a $^1/_2$"x $^1/_2$" Double Bracket at either end and a Angle Bracket at the front end. With a $^3/_4$" Bolt and a thin Washer under the head fit through the middle slotted hole on the AG, Plastic Spacer, two Washers, Plastic Spacer and fix to the front round hole on the right side of the seat. Secure this part to the threaded boss. The seat bolts to the rear DAS on the tractor after the footplate has been fitted.

The footplate (Figs. 8 & 11) was made up from a Fishplate bolted by the slotted hole to a 2" Strip with a $1^1/_2$" Narrow Strip bolted to the round hole. Fix a Threaded Boss to the next hole on the 2" strip with the last hole having a second Fishplate bolted by the slotted hole under the 2" strip. A third Fishplate is bolted to the round hole on the second fishplate. The levers consist of two Rod and Strip Connectors with 1" Axle Rods in each and bolt to the threaded boss with the axles on the left side. The right lever is fitted after the footplate is fitted to the threaded boss on the tractor.

Fig. 9

The bonnet (Fig. 10) has two 3" Angle Girders with two $2^1/_2$"x $1^1/_2$" Flexible Plates overlapped one hole and a $1^1/_2$" Strip at the front. The exhaust pipe has five Plastic Spacers on a $1^1/_2$" Threaded Rod fixed in the third hole on the right side. Two $^1/_2$" Plastic

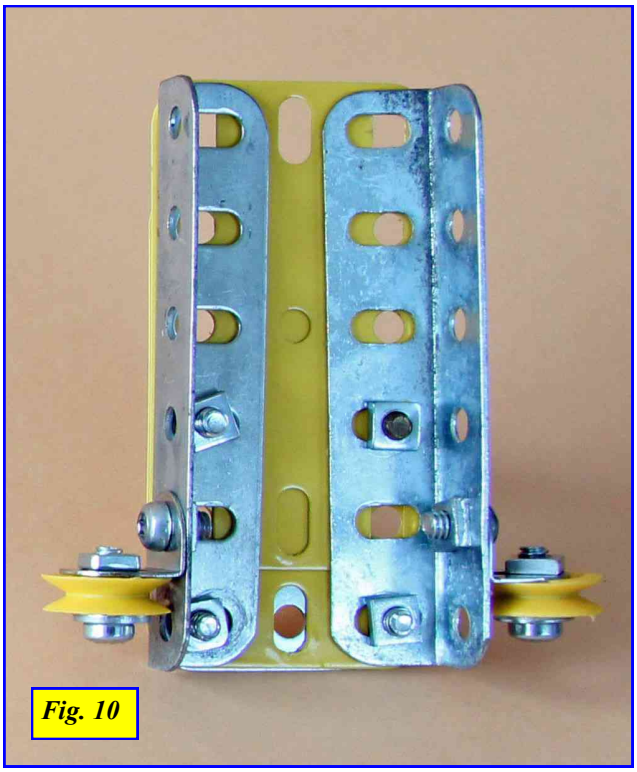


Fig. 10

Pulleys with Angle Brackets represent the lights. The bonnet is fixed to the threaded bosses with a spacer Washer on each threaded boss at the rear and two Washers for the radiator cap. A little bit of electrical work and the tractor should operate.

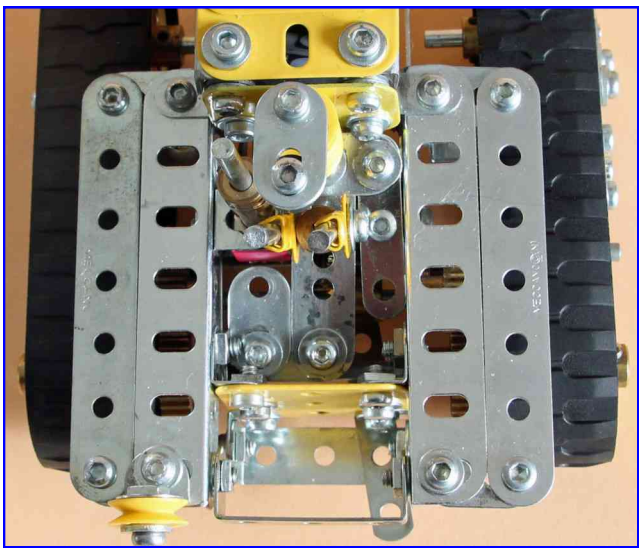


Fig. 11

Christchurch Meccano Club November 2017 report

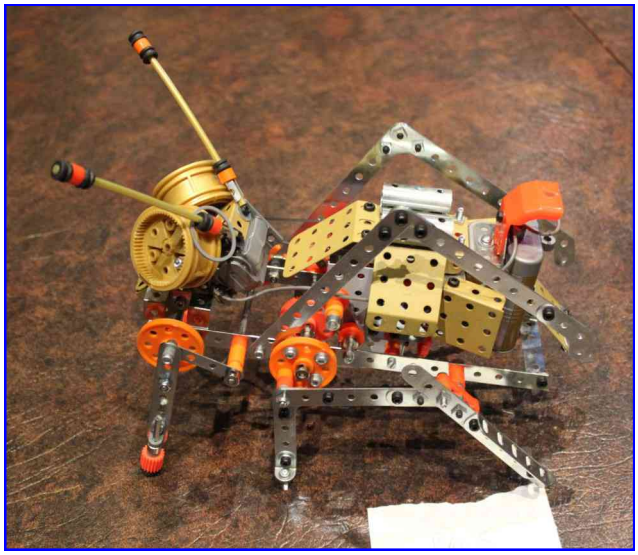
It has been a quiet quarter for the club, after the wrap-up of the 2017 convention. Meetings have been short, which allowed plenty of time for admiration of competition models and general socializing. We've had some great and nifty models in the monthly competitions. Pictures of some of these are shown.

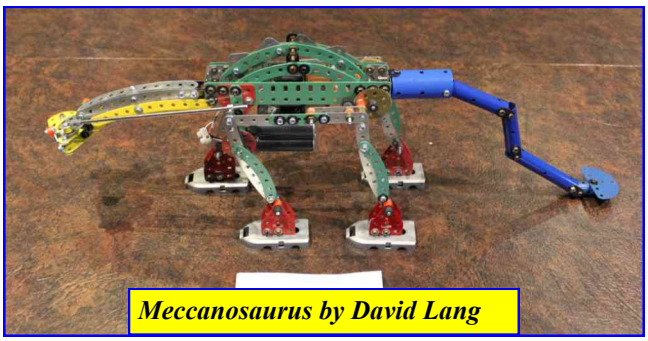
The major item in the quarter has been the commitment to hold a show in the hall of the Rangiora bowling club over Easter weekend 2018. Set-up will be on Thursday. Display days will be Friday, Saturday and Sunday. You are all invited to attend, with or without models to display. No need to fill out forms, just let Neil or me know if you intend to attend and model details (if any).

In October the club has also had a display of models in our meeting room at the Papanui RSA. This was arranged purely as a way of providing something of interest to the RSA's members and as a thank you to the RSA for providing our meeting place. We've had good, positive feedback about this. We get the odd person poking their head in the door on our meeting nights. We always invite these people in for a look at the competition models and a chat. For a large number of RSA members and visitors Meccano, especially that of the red and green era, brings back a lot of happy memories.

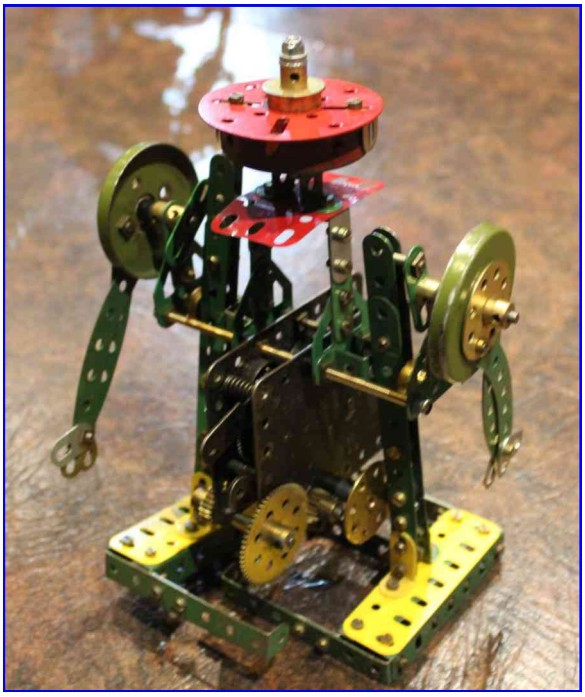
The end-of-year barbeque and prize giving will be at Roland and Marlene's place on 3 December at about 11.00 hrs. If you are in the area, come and have a sausage with the gang. The club wishes all Meccano hobbyists and spouses a happy festive season and a Meccanocally rewarding new year.

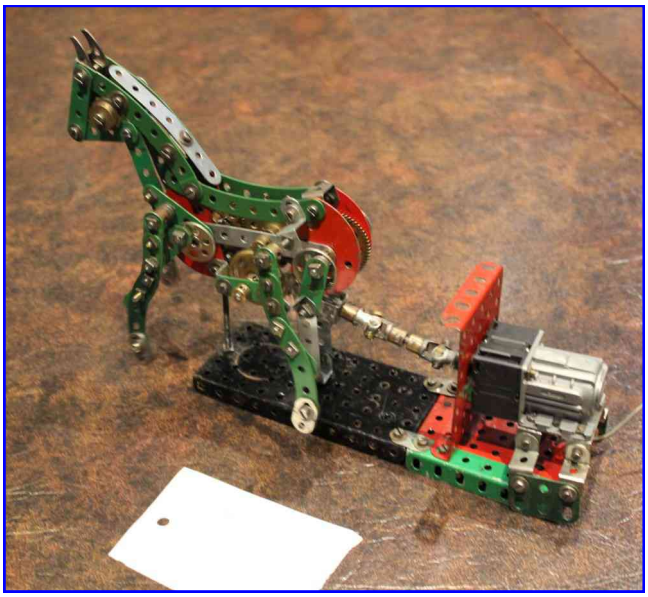
May the spanner be with you,
Roland Jaspers





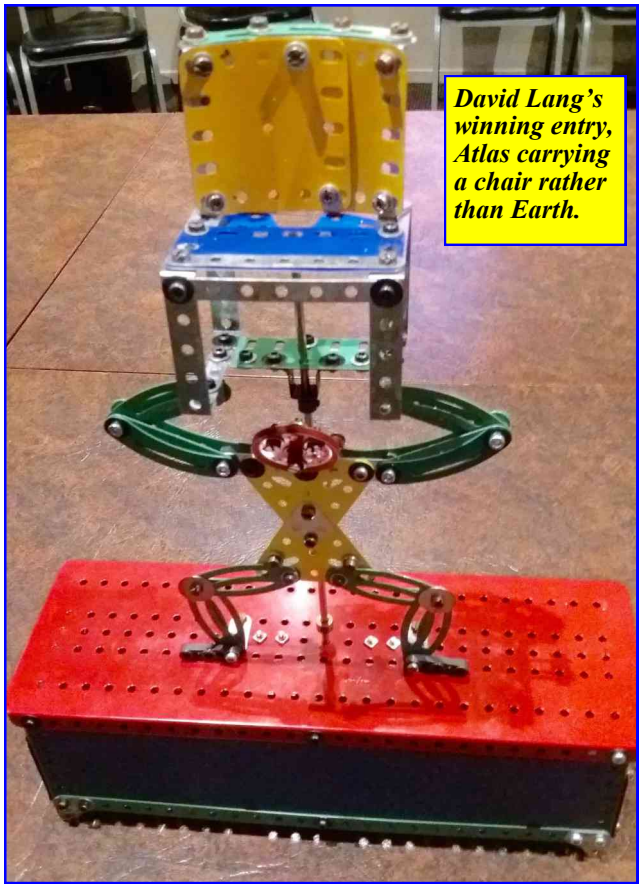
Meccanosaurus by David Lang



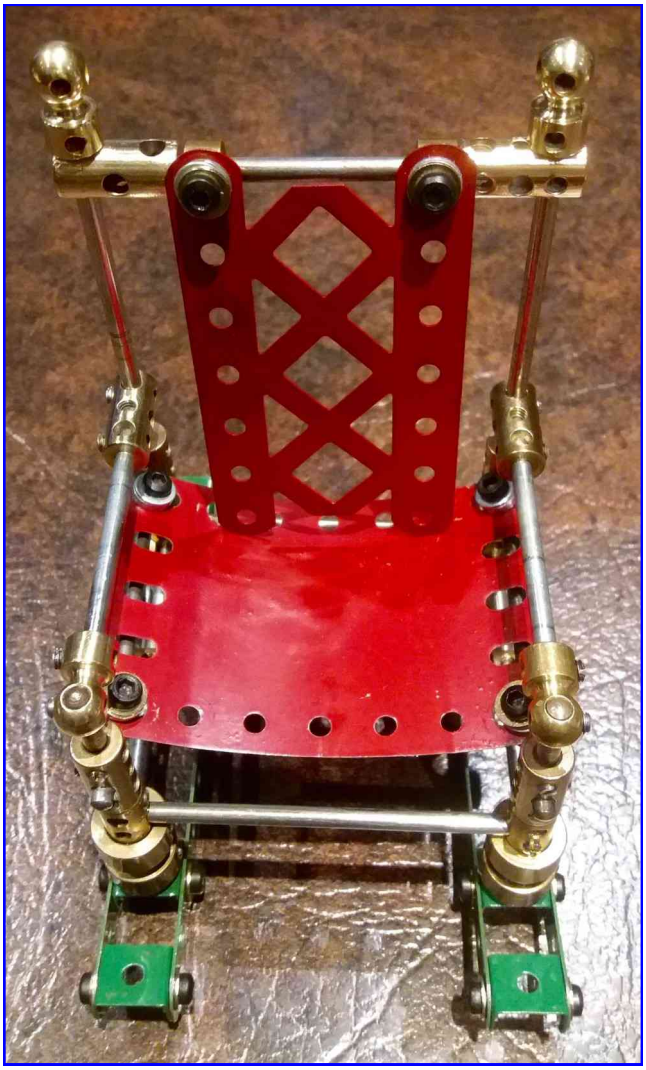


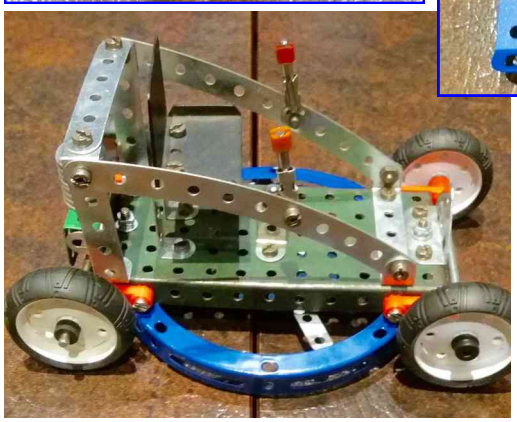
I haven't been told who the modeller's were. I'm told the name cards were removed before the photos could be taken.

September's meeting theme was a model made from a Limited number of parts.
October's meeting theme: "A Walking Model"
November' theme: "A Chair".



David Lang's winning entry, Atlas carrying a chair rather than Earth.





More Chairs from the CMC November theme. Again I don't know who built what.

Impressions of SkegEx 2017

by Roland Jaspers

Marlene and I toured the UK earlier this year and were able to arrange our schedule to fit in a stay at Skegness during the 2017 Exhibition. During set-up day I scouted the location and parking to save time on the day. Right at opening time I bought my ticket and was inside, surrounded by models ranging from the simple to the sublime. You will all know me as a modeller of moderate skill, so I was (as at other exhibitions) blown away by the technical complexity and quality of some of the models.

The exhibition took a bit of getting used to. At exhibitions here, public attendance is a priority, to enable sufficient entry fee income to pay for costly hall hire and other exhibition costs. My impression was that at Skegex this was a lesser priority, with more emphasis on fellowship between exhibitors. The large amount of space devoted to trade displays seems to reinforce this philosophy. This does not mean that members of the public are not welcome. There was a superb display in the theatre foyer to whet the appetite of passers-by and draw them into the exhibition.

Did I enjoy my day at the exhibition? I did so very much and had to (reluctantly) leave at the 5 PM close. I had a 10-minute lunch of a pie and a beer and spent the rest of my time in the exhibition hall. A model I found utterly fascinating was **Stephan Tokarski's** SLJ900 bridge builder. The real thing features in a number of Youtube films. To me the model was the epitome of Meccano modelling; a piece of real-life engineering replicated superbly on a small scale. The (winning) ball roller was fun to watch. It had intricate movement methods I would never have dreamt were possible. The two grab-cranes were works of art. The grabs used were made from either traditional metal parts or modern plastic parts. Both performed really well and I could not detect any advantage in either construction method. The scale and execution of the sheer-leg-crane on display made my effort for the Easter exhibition fade into insignificance. It must take half a day just to assemble on site. I spent some time looking at the inner workings of **Robert Haar's** Magician. It was the first time I had seen this model type in real life. The moving and turning mechanisms we beautiful in their simplicity. I yakked to exhibitors all day. They gladly gave me of their time and provided good explanations of their models.++

But not all was well! There was so much cool stuff on the trade tables I had to make some tough choices to get the maximum bang for my limited bucks. I wish I were rich! The huge range of parts enabled me to buy some that would normally be out of my range. Two 7.5" platters were sufficient to make (with parts already in my collection) a geared roller-bearing. A range of hollow axles have proved to be of immediate benefit. My hand-operated, Temsi Crane, based on John Ince's tower crane suffered badly from excess movement in the thrust bearing. Using the hollow axle stiffened the whole top section which now rotates beautifully, even when children put uneven pressure on the crane while winding the handles.

All in all I thoroughly enjoyed my day at SkegEx. Saw great models and met a bunch of nice people. Would I go again? Absolutely, if the opportunity arose and finances permitted. Would I recommend it to others? You bet!

Bridge Building machine

Sobemai Grab Crane by Richard Payn, 2nd Prize.

1st Prize winner Ball Roller by Andy Knox.

Wellington Meccano Club

Meeting Report

Date: 1st September 2017

Reporter: Max George

Held at Stan Baker's place, Tirohanga, Lower Hutt.

Present: Don Flowers, Keith McCallum, Lou Nichols, Max George, Reg Barlow, Robert Vale, Ross Quayle, Stan Baker.
Apologies: Simon Moody, Trevor Green.

Meeting – General Business
It was good to have **Robert Vale** at the meeting again as he has not been able to attend for quite a while. There was no theme for the meeting this time.

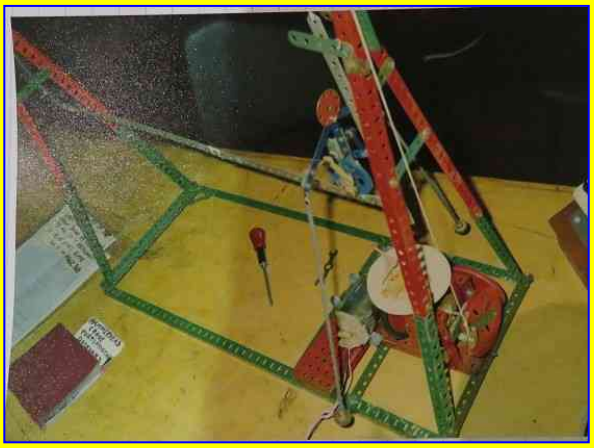
Stan had been contacted by Laurie Webb's wife Jean wanting to sell Laurie's Meccano. What we should do was discussed and will be followed up after checking with Jean to see if she is happy with what we are proposing.

Chris Moreton (MWT) has been in contact with **Max George** about the WMC joining them at the Coach House Museum for Christmas lunch on Saturday 9th December. We would look around the Museum which is open from 10:00 – 4:00 with a catered lunch at the museum. It is possible that in the afternoon we might look around the Fielding Steam Railway. Chris would like the numbers who are interested in joining them. Several members went last year and it was well worthwhile and will be going again this year. Four members are interested in going this year.

Max has recently attended the RailEx display in Masterton where he displayed his Little Joe and Tricky Track. Again it was a very popular model with the children.

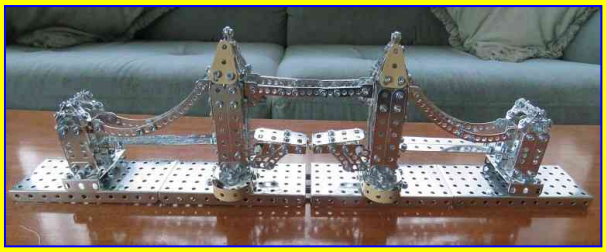
Max is also hosting a Tawa U3A Meccano building session this half year with 3 men and one lady attending. See description and photos following.

Lou Nichols – Is constructing a monocycle that rides along a perforated strip and when at the end the track is lifted up to get the monocycle to go back to the start. He is building the model from a photograph.



The photo of the monocycle.

Max George – Displayed models built by Tawa U3A members who are meeting at his place to build Meccano models.



Jasmine's husband bought 3 Meccano sets for their grandchildren who, in the end, were not interested so he started building the Tower Bridge and gave up very early on. She wanted to see it completed so brought it along to the sessions and Max helped her complete it and she is pleased with the result.

Models built by others are pictured below.

Don Flowers – Has recently been in Australia where he purchased the Chev Ute Silverado model to build. There are a lot of plastic parts in the set.

Ross Quale – Is continuing to build the scale model of his back yard. He has built a deck below a retaining wall with steps up to another flat layer and a retaining wall up to where there is a shed and the clothes line. For the deck Ross used numerous narrow strips held together with over 300 nuts and bolts – quite a long process to do this. The real deck has 26 joists and 22 planks with 1.4 m posts up to the next landing and 1.3 m to the top level. This is a model in progress.

The model now.

The deck on the left of the picture is paved with 22 x 20 tiles. He used a random generator to work out where to put the black tiles and the layout for this follows. Every hole in the base plate shows where a tile will be placed with the gears indicating which tiles are black.

Robert Vale – has not been idle while missing meetings. He brought along one of the Large Robots from the Robot series no 892400A. There are 3 small and 3 large Robots in the series.

His second model is the Design 4700 motorbike (3 model set) and is not an easy model to build.

MWT MEETING REPORT for 10th JUNE 2017

Article by Richard Feltham, photos by Bruce Geange

Model tour report
The June MWT meeting was held at St Luke's Church Hall on the 10th. A reasonable turnout of members paraded a variety of models and other items. For whatever reason however there were no entries in the Challenge Section. A hopping model perhaps a bridge too far?

Tom Pittams produced an ingenious, working paddle-steamer in a coffee can, together with two small planes. He showed himself to be right up with the latest trends with his two 'fidgets', both three and four wheel varieties.

John Freer had his latest crawler accessory in the form of an intricate epicyclic cable control assembly. This uses 1½" bossless pulleys with rubber O rings acting as drum brakes and is part of his ongoing bulldozer project.

Peter Winter had a small portion of his burgeoning Meccano Magazine collection on display. He talked about how to preserve delicate printed material, in particular the need for acid free bags and sellotape. These essential and relatively inexpensive items can be obtained through 'Conservation supplies' in Hamilton.

Daryl Anderson had his Christchurch Convention entry – Meccano Virtual Reality. This was a large diorama, cleverly constructed so that viewing was restricted to a small aperture at the front. Within there were no fewer than 16 motors controlling a multitude of actions and effects through 4 independent power supplies. The Hornby O gauge railway track was interleaved with a functioning figure 8 racetrack, while the proposed Amazon drone delivery blimp lazily circled overhead. Bayko had a cameo appearance as Jacinda and Bill played on the working see-saw. Clouds circulated against the azure cloth sky, and video coverage was available on two monitors. A well deserved Exhibitors 3rd place at the Convention.

Bruce Geange showed two tractors – a small motorised Oliver OC3 from the 1940s, of his own design and a somewhat larger commercial tractor courtesy of *Tronico*. He described a succession of problems with this latter model, ranging from insufficient parts, through misalignment to overly thick sprockets. Rather poor value at the RRP of $240, he felt.

It must be said **Viv Alexander** stole the show with his newly acquired Dolly Varden Doll's House. No, that is not a typo. In 1936 Meccano launched their only female directed product; a flat packed Tudor style doll's house selling at the then high price of 9/-. Frank Hornby died later that year so did not live to see this product become a total sales flop. Before production ceased in 1939 the price had been reduced to 4/9d in a fruitless effort to stimulate sales. Consequently this is recognised as arguably the rarest Meccano item – bar none. Viv's is only the 10th surviving sample known. He also showed the complete set of Dinky cast metal furniture that came with it. Because of the fragile nature of the component leather board Members were asked not to drool too close to the table.

Richard Feltham displayed a coin operated, Arduino microprocessor powered, Prezzy Predictor. This device was to illustrate the way classical Meccano can be successfully combined with modern digital technology. This amalgamation is vital in attracting modern tech savvy youngsters to the cause.

Hugh Ramage had a nifty self designed, rubber band pull-back sports car, assembled from 488 Spider parts.

Paul Vodanovich displayed two pristine red and green sets from the 1950s, a 6 and 6a set. He imparted a few tips about restoring sets, including steaming mounting cards to remove sag and how to clean the outside labels. He uses metal polish to restore the steel parts.

Report by Robin Rye

Photos by Bruce Geange

Model Report 12 August 2017

Stuart Lindsay: Had some of his Meccano stock on display and told of how handling Meccano and construction of models helped repair a wrist injury.

Robin Rye: Had a big story to go with his model challenge entry but it did not help the model which was a total failure.

John Freer: Further development of a gearbox/ differential with 2 inputs for steering and driving a tracked model.

Richard Feltham: Ever the innovator, incorporated some 3D printed plastic pieces (printed by MWT member **Bruce Durdle**) into his Meccano frame to make an elevator to move coins upward. All part of Richards Perpetual Motion Machine where he plans to have the power of falling coins passing through swivelling buckets power the coins back to the top again. He will do it!

Chris Morton: A video of our Tom Pittams giving a brief history of Meccano taken at Trafalgar Square by The Wanganui Chronicle. A round of applause for Tom. Chris showed a magnifying glass with a ring of LEDs to aid those with failing eyesight. His model challenge entry to rebel briefly against gravity was highly successful.

Bruce Geange: With his model engineering background, he can always produce a Meccano model of high standards in a small scale and his latest *Liebherr* LR 1300 crane continues that tradition. Although small scale, it is a big model for Bruce with the jib reaching 500 mm up. His other model on display was a current set helicopter features a winch, drop down rear door and vehicle. An electric motor has been added to drive the rotors.

Tom Pittams: Showed a series of current Meccano small sets with the model made up, some magic motor parts and a model of Thunderbird II (car) he made for the Trafalgar Square display.

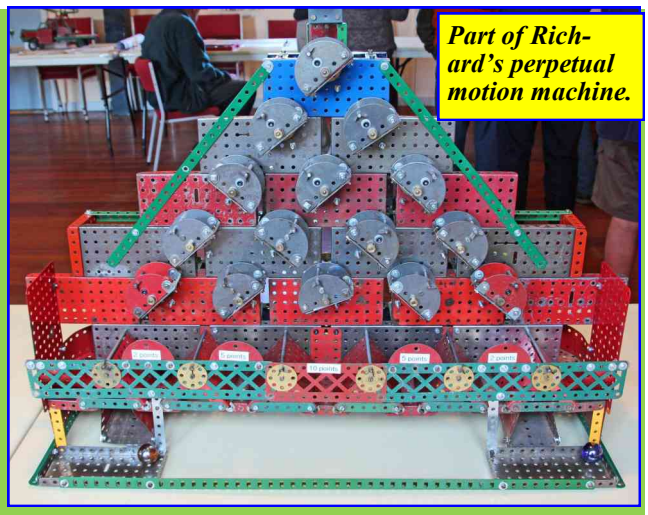
Daryl Anderson: Brought along some recent Trade Me purchases. A 1960 3A apparently had never been used and a 1978 A Starter also never been used.

Hugh Ramage: Produced a very hoppy model for the challenge....infact, he was scared of it! And no one else was prepared to touch it either! He had the new Ferrari car set and a traditional Crane Truck model 8.6 in red and green.

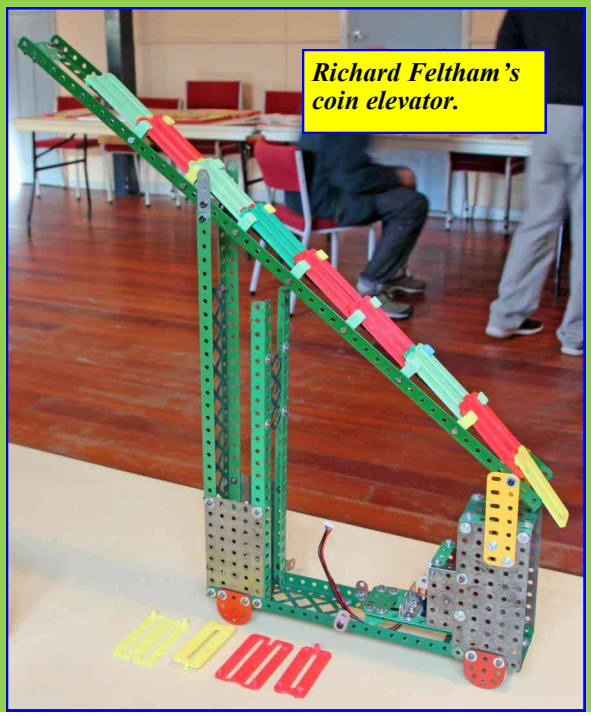
Paul Vodanovich: Displayed a set 4 from the early 1960s and a set 2 from the late '60s.

Model Challenge: Hugh Ramage won.

Hugh Ramage's traditional truck-crane.



Part of Richard's perpetual motion machine.



Richard Feltham's coin elevator.

Liebherr LR1300 crane by Bruce Geange.

These lovely UK stamps were sent to me by John Pond in Fraddon, Cornwall, England.

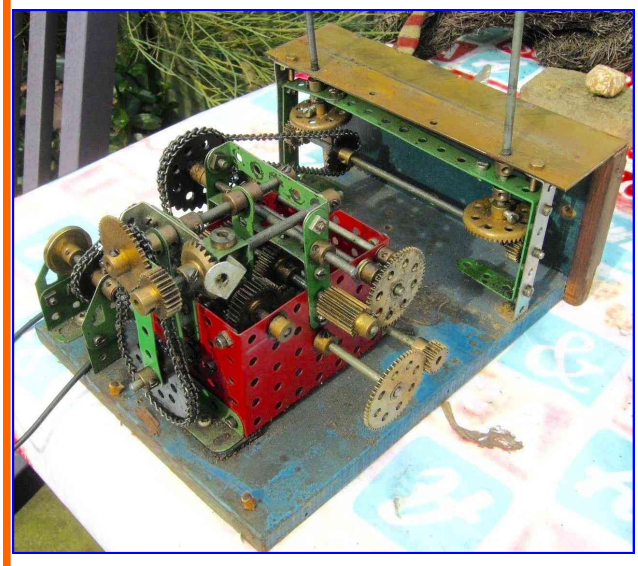
Gazza's E Bay Column November 2017

Hello all and welcome to another selection of goodies from EBay.

First up is another gem from the seller who makes small bespoke racing cars. This one might give a few people some ideas, nicely made and finished and realizing a nice price as well with only one bid at $101.71, NZ no. 162693029578.

Next up a 1930s blue and gold No. 4 set with box and lid in only fair condition and not all parts present but it has the parts card which is a bonus. These are often missing from earlier sets. This sold for $61.01NZ with 9 bids, no. 322788371322.

How about a vintage Meccano machine full of chains, bevels, sprockets and pulleys. The seller has no idea what it does but it looks to drive through a series of gears from a horizontal to vertical output. Made in vintage red and green with a nice selection of gears. It sold with 14 bids for $99.86NZ, no. 152715547210.



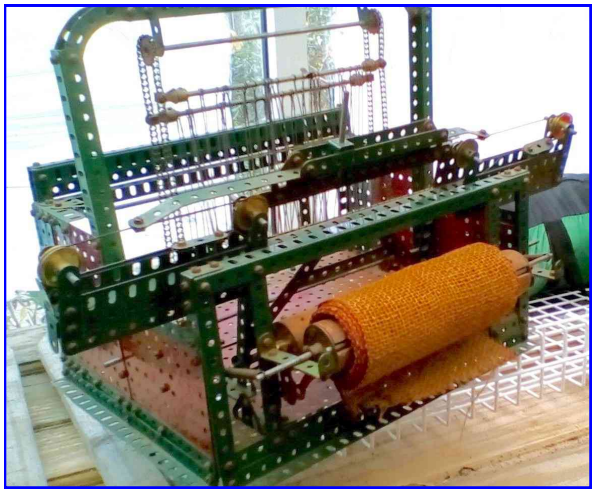
A nice condition Meccano metal pennant in red with gold lettering 1930s, sold for $81.36 with 10 bids, no. 1425170339504859.

Up next is a model described as a Meccano Constructor Car, a two seater sports car, but from the look of the box it is a No. 1 type car of the ready-made variety.

In blue and white with a red seat it fetched a good price selling at $462.30 NZ with 12 bids, no. 29226480213.

Now here is something that is a bit of a rarity in excellent condition. A pre-war M280 Meccano lighting set 1934-36 complete in box. They don't come any better than this. There were no bids on this and the auction ended unsold at the asking price of $258.89 NZ, no. 142518158282.

There is something Looming up for loom enthusiasts, a fully built up and operational loom. Not something you see every day complete with lots of loom healds and the various rollers and some woven material partly complete.



I cannot tell what type of shuttle it uses but doubt if it would be one of the expensive Meccano ones. This sold for $159.03NZ after 23 bids, so a lot of interest there, no. 132350503812.

We have four electric motors in scrapyard condition, listed as suitable for spares which simply means they don't go. Good for someone who knows about these things though, not much can usually go wrong with them. These four sold for $49.93NZ with 13 bids, no. 162704301974.

Anyone want a 1974 clock kit 2 looks to be intact but I guess the seller was aiming a little high as he got no bids. Selling for $460.45 NZ, no. 152729311062.

New Zealand Club Diary 2018

Auckland Meccano Guild

President: David Wall, Tel. (09) 426 1965

Secretary: Gary Higgins, Tel. (09) 832 4292

Meetings at 2pm on second Saturday every third month. The next meeting will be held on **Saturday 10th February** at Les & Shirley Megget's, 231 Opaheke Road, Papakura starting at 2pm.

MWT Meccano Club

Chairman: Chris Morton, Tel. (06) 323 8001

Secretary: Robin Rye, Tel. (06) 764 8670

Meetings at 2pm. Next meeting: **Saturday 10th February 2018** at St. Luke's Church Hall, Corner Cornfoot and Manuka Streets, Wanganui.

Wellington Meccano Club

President: Stan Baker, Tel. (04) 566 7150

Secretary: Max George, Tel. (04) 232 4200

Contact: Lou Nichols, Tel. (04) 297 1515

Meeting at 7:30pm on first Friday every second month. Next meeting: **Saturday 27th January** at Simon Moody's 1122 Blue Mountains Rd., Upper Hutt, from 3pm. Potluck shared dinner. Free model choice.

Christchurch Meccano Club

President: Neil Pluck, Tel. (03) 389 8134

Secretary: Roland Jaspers, Tel. (03) 351 4389

Meetings at 7:30pm on first Friday every month (except January) at Papanui RSA Club, 55 Bellvue Ave or No. 1 Harewood Road, Christchurch.

Additional Meccano Contacts

Hamilton: Don McClelland, Tel. (07) 843 4198
Tauranga: Barry McKey, Tel. (07) 576-1623
Hawera: Daryl Anderson, Tel. (06) 278 7666
Napier: Trevor Adam, Tel. (06) 843 4837
Palmerston North: Bruce Geange, Tel. (06) 357 0566
Nelson: John Stark, Tel. (03) 545 1025

Articles, etc. for the February 2018 issue of NZFMM Magazine should be sent to Les Megget before the 10th February 2018.

Back Numbers: NZFMM Magazines from April 2001 are available. Please contact Bruce Geange.

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More from Gazza's Ebay Column

A fairly rare *Erector* set went for sale being set no 75 Aircraft and Zeppelin by AC Gilbert. I know these are uncommon, this appeared to have the majority of the special metal parts but no Zeppelin bag, I know these are available however as replicas. The box was in reasonable condition for a 1930s set and sold for $637.97NZ with 18 bids, no. 192324854093.

A pile of Meccano described as oddments comprised a lot of useful gears and pre-war parts including French road wheels and spoked wheels plus two early funnels. Sold for a realistic price of $192.32NZ with 18 bids, no. 162706081867.

A Meccano E1 motor still in original box M203, box has had some wear to the edges but still on buy now at $166.34 NZ, no. 382127785976.

We have next a Meccano Trucker Fleet construction set. These must be uncommon as I have not seen one before, set no. 0-85858, probably 60s or 70s. Described by the seller as mint still on buy it now at $97.22NZ, no. 222668829146.

Another interesting model from the *AC Gilbert Erector* factory, this time it is a store display of 4 rocket ships flying around a central column. Described as in working order this can be yours for a mere $1,320.36 NZ plus $198 shipping, always a killer down here in NZ, no. 122519910949.

Here is one for the train enthusiasts. A *Climax* steam engine gear drive locomotive complete with a picture of the original. Looks to be a fine model in mainly yellow black and silver and would be a fine addition to your Meccano stable. This has not had any bids as yet and with a starting price of $739.68 NZ will sort the men from the boys. No. 132356591026.

If you like constructor cars you could snap up a rare Constructor Car No. 1 in original box for about $1,389.85 NZ, looks in great condition, no. 282660143816.

To go with this you really should pick up this excellent example of a No. 2 Car Constructor set which looks great in green and yellow. This gem sold for $884.99 NZ with 31 bids, there is a lot of interest in these old cars, no. 282676466542.

Finally we have a shop display model paddle steamer in yellow blue and silver, this one has seen better days and looks to be in need of TLC and a full rebuild. It sold for $196.02 NZ with 18 bids, no. 253197123986.